FAILURE OF A RAILWAY-QUARRY CONSOLIDATION SCHEME.

Trouble for the E. & T. H. Likely to Ensue-Freight Business of Indianapolis Roads Increasing.

About a month ago the Journal published an article to the effect that the Evansville & Richmond, the Bedford Railway Company and the Bedford Stone Quarries companies had consolidated their interests, and that through the deal William Breyfogle, G. J. Grammar and others had made a handsome sum of money, providing their securities be sold to an advantage. Now a report comes that the proposed consolidation scheme has been abandoned, and the reason assigned for this change in programme is that not more than two-thirds of the bondholders had assented to the consolidation proposition, and many of those who had had done so under protest. The parties who were instrumental in getting up the proposed deal say they are unwilling to consummate it unless the bondholders were practically unanimously in favor of it. This brings new trouble on the Evansville & Terre Haute, the really parent line, as the parties who failed to carry out the deal announce that they will now carry out the original purpose of enforcing the guarantee of the Evansville & Terre Haute company on the bonds through the court, and lengthy and expensive litigation is now promised The new company was to have a share capital of \$2,000,000, and was to issue income bonds to the amount of \$1,500,for \$2,000,000, with a provision for an additional issue of \$1,000,000 to acquire other quarries and properties.

Of these securities \$1,000,000 of the fiveper-cent. bonds, \$500,000 of the incomes and the \$2,000,000 of stock were to be issued for the purchase of the Bedford quarries and Bedford belt railway, or a total of \$3,500,-000. The bondholders regarded this as an excessively high capitalization of the properties. It is reported that the Bedford Quarries are really owned by President John R. Waish, of the Chicago National Bank in Chicago, and that he bought the property at foreclosure sale for \$550,000, but that William L. Breyfogle has a right of redemption for six months, which has not yet expired. Mr. Breyfogle was one of the earnest advocates of consolidation. Col. James Montgomery, receiver of the Evansville & Richmond, on Saturday night was quoted as saying that he had not re-ceived any notice of the abandonment of the scheme, and he doubted if there was anything in it.

Freight Business Increasing.

The train records show that there were received and forwarded at Indianapolis, in the week ending Sept. 15, 361 more loaded cars than in the week ending Sept. 8. The increase is shown by ten of the fifteen lines, and was in their local business, as east-bound traffic last week fell off somewhat as compared with the week ending Sept. 8, the falling off being in shipments of grain, flour and live stock. Quite a respectable tonnage of cotton is being forwarded castward, and the shipments of horses and cattle were fully up to the average, but the shipments of hogs were lighter than those of any week for two months past. West bound the tonnage of the higher class freights is fully up to the usual average in September, and shipments of sugars last week to the West were very heavy. Still, west-bound business is by no means what is should be, so light are the chipments of lower class freights, showing that the business of the manufacturers of iron structural work, glassware, etc., is still limited. West-bound shipments of coal and coke are heavier than last month, but not more than 75 per cent. what they usually are in September. In local business there was an increase. Seldom do Indianapolis wholesale grocers ship as many goods in a week as last week. There had been a great scarcity of sugars, and with large arrivals from the East they were arge arrivals from the East they were able to fill deferred orders, and sugars were shipped out by carloads. The grocers are stocking up, in anticipation of muddy roads, with all kinds of heavy groceries. The cerealine mills and starch works are making large shipments, and with manufacturers generally there is some improvement in business, yet it is still far from its maximum. Below is given the car movement for the weeks ending Sept. 15, Sept. 8 and the corresponding week last Sept. 8 and the corresponding week last

I., D. & W 398	392	302
C., H. & DInd'p's div. 786	780	744
L. E. & W 612	662	537
PennI. & V 758	511	605
PennJ., M. & I 868	970	851
PennChicago div 693	631	526
PennColumbus div 1,534	1,470	1,450
P. & EEast div 740	877	857
P. & EWest div 843	902	807
Big Four-Chicago div 1,672	1,547	1,511
Big Four-Cincinnati div 1,997	1,951	1,562
Big Four-St. Louis div 1,799	1,762	1,421
Big Four-Cleveland div 1,989	1,930	1,730
Vandalia 2,023	1,953	1,654
Totals	16,788	14,920
Empty cars 4,443	The state of the s	4,389
	-,000	-,000
Total movement21,592	21,168	19,309

Name of Road. Sept. 15. Sept. 8, 1893.

L., N. A. & C., Air-line. 437 390 353

Improvements on the Monon. The stockholders of the Louisville, New

Albany & Chicago will hold their annual meeting in this city on Wednesday. President Thomas is quoted as saying the rumor of marked changes in the directory George Rockwell as city passenger agent of the Vandalia at Indianapolis, was in the city yesterday, returning last night. report to the stockholders, the financial feature of which was given in the Journal Saturday, he will give the following statement of improvements which have been made to the property in its last fiscal year: "The management has continued to pur-

sue the policy heretofore outlined, of slowly rehabilitating the property. During the present year fifty-two miles of track have been ballasted. The new freight depot and general offices have been finished, increasing facilities many fold and economizing

"The tunnel on the Switz City narrow gauge has been rebuilt to standard gauge at a cost of \$27,000, so that this branch can be changed without delay at any time.
When this work is entered upon the rails
will be taken from the main line between Monon and Indianapolis and the latter rebuilt with heavy steel.
"Provision has been made for the con-

struction of suitable shops for the use of the company at Laisyette, in place of the inadequate repair shop at New Albany, which has hertofore been the sole reliance of the company. The city of Lafayette has granted a liberal subsidy in land and money, conditioned on the company supplementing the outlay by a suitable con-

tribution on its own part.
"The contract with the American Express Company has been renewed for a period of ten years on favorable terms. The express contract is accompanied by a loan to the railway of \$200,000 at a low rate of interest and repayable in annual installments during ten years, beginning with the second year. The capital thus provided has supplied the needful funds for the work upon the new shops and without

serious burden to the railway. "Expenditures of construction during the year amounted to \$357,327, including pay-ments on equipment used by the company, but not belonging to it. Funds for the latter payments have been provided by temporary loans at the banks. The entire amount of equipment notes outstanding is \$589,738, maturing at intervals during the ensuing six years, as detailed in the auditor's tables. It was thought that the pro-vision made of new capital by the preferred stock in the treasury authorized for this purpose would enable the company to pro-vide for these equipments, but in the general depression hitherto prevailing the quotation for the preferred stock declined to prices believed to be far below its value. Rather, therefore, than use the treasury stock for this purpose, the management has arranged for the issue of \$1,000,000 in twenty-year equipment sinking fund five-per-cent, bonds for the purpose of provid-ing for the equipment notes paid and to become due hereafter. These bonds will be countersigned and issued only as title to the cars is vested in the trustee. The company last year received for car service from other roads \$14,942, whereas in the previous year it pald to other roads \$14,200 for car mileage. The difference in revenue resulting, \$29,142, is a very considerable proportion of the interest charge upon the

proposed equipment mortgage. Blockade at Chicago.

A dispatch from Chicago says: Chicago freight yards are so badly blocked with loaded cars that it is almost impossible to move anything. The blockade is as severe as has ever existed here, though the traffic of the roads is very much below what it has been in some previous years. The loaded cars for to most and blood purifier like Hood's Sarsaparilla.

room can be found. The elevators are all full to overflowing, and consignees are for the time forcing the roads to transform their cars into storage warehouses. It is estimated that there are five hundred cars loaded with grain on the tracks in and around Chicago, delivery of which cannot he made at present. The roads most in-convenienced are the Wabash, the Illinois Central and the Chicago & Eastern Illinois, although all are suffering more or less from the same complaint. Some of them are compelled to send notices to their agents to accept no more shipments of grain till the present blockade is raised. It goes pretty hard with them to issue such an order at a time like this, when they are in desperate need of every cent of revenue they can earn.

New Orleans Rates Slashed. Labor rates from Chicago to points in the South are rapidly disappearing from view. When the Illinois Central announced a thirteen-dollar rate the other day to New Orleans for parties of five or over, traveling on one ticket, its competitors lost no time in meeting it. Individuals have no difficulty in obtaining tickets to-day, as they are at \$11.50. The business is not subject to any existing agreement, so that any road is at liberty to do what it pleases.

Traffic Notes.

With a better supply of cars the Cincinnati, Hamilton & Dayton is doing a good business, handling at this point last week 1,050 cars; 786 being loaded The Big Four lines proper handled at Indianapolis last week 7,457 loaded cars, an increase over the week ending Sept. 8 of 267 and over the corresponding week

of 1893 of 1,233 loaded cars. The Vandalia last week handled more than 2,000 loaded cars at this station, the record showing seventy more loaded cars than in the week ending Sept. 8 and 369 more than in the corresponding week of

The Peorla & Eastern is not keeping pace with the Big Four lines, handling at Indianapolis last week 197 fewer loaded cars than in the week ending Sept. 8 and eighty-one less than in the corresponding week of 1893.

The in-bound business of the Indianapolis & Vincennes is at the maximum. Last week this road brought in 550 loaded cars, against 208 forwarded. The in-bound business consisted of shipments of coal, grain

The Monon, with the help of the State fair business, makes a more favorable ex-hibit than usual, handling at Indianapolis last week a total of 574 cars, 437 being loaded, an increase of forty-seven loaded cars last week over the week ending

The Pennsylvania lines are doing a healthy volume of business, the four divisions handling at this point last week 3,853 loaded cars, an increase over the preceding week of 271 loaded cars and an increase over the corresponding week of 1893 of 421 loaded cars.

Although a short road and having to fight at its numerous junction points for all the business it gets, the Indianapolis, Decatur & Western is this year making a very favorable exhibit, handling week after week 100 to 150 more loaded cars than in the corresponding week of 1893.

Personal, Local and General Notes. C. W. McGuire, auditor of the Peoria, Decatur & Evansville, spent Sunday in the C. C. Waite, president of the Columbus

& Hocking Valley, is in the city on official The Chicago & Eastern Illinois directory

has declared a 11/2 per cent. dividend, payable Oct. 1. H. C. Parker, traffic manager of the Lake Erie & Western, is expected home from his vacation to-morrow. Receiver Hopkins, of the Louisville, Evensville & St. Louis, was in the city yesterday en route to New York.

President Ashley, of the Wabash, and General Manager Hays, spent most of last week in inspecting the property. On Sept. 30 the Cincinnati, Hamilton & Dayton will carry the Indianapolis Maen-nerchor and their friends to Cincinnati. William Taussig, president, and Joseph Ramsey, jr., general manager of the St. Louis Terminal Railway Company, are in

The Chicago, Milwaukee & St. Paul has declared a 2 per cent. dividend on its com-mon stock and a 3½ per cent. dividend on

W. S. Lincoln, chief engineer of the Wabash, has resigned and is succeeded by E. C. Rice. Mr. Lincoln had been with the Wabash many years. Oscar Murray, vice president of the Big Four, who has been absent for four weeks.

part of the time on his vacation, is expected at his headquarters to-day. James McCrea, first vice president of the Pennsylvania Company, and president of the Union Railway Company, is in the city looking after the Union Railway tax

The Chicago, Burlington & Quincy i placing a number of apartment cars on its St. Louis lines. They have twenty-five berths, and are very complete in every re-

D. L. Anderson, private secretary of receiver Hopkins, of the Louisville, Evansville & St. Louis, who has been in Europe for three months for his health, returned yesterday. The Mayor of Evansville, at the solicita-

tion of the Business Men's Association, is urging the Brotherhood of Locomotive Firemen to hold their next biennial convention in that city. R. M. Case, who is complimented for the system and completeness of the Indianap-

olis rate sheet, got his early railroad edu-cation in the office of George Daniels, general passenger agent of the New York Harry N. May, a passenger conductor on the Indianapolis division of the Pennsyl-

vania, running from Indianapolis to Columbus, O., bas been appointed trainmaster of the Richmond division, vice J. S. May, H. Freeman, of Chicago, who succeeds

He will be here in a day or two to assume his new work. George T. Nicholson, general passenger agent of the Santa Fe lines, who has been several months at Eureka Springs for the benefit of his health, returned on Saturday

to his duties, much better than when he left for the springs. West-bound travel continues heavy. Train 21, over the Pennsylvania lines, yesterday brought in four Pullman cars, every berth occupied, and three went on to St. Louis over the Vandalia. On Saturday Train 21 was run in two sections. The Peoria & Eastern yesterday ran

two cheap excursions to this city from Springfield, O., and the other from Urbana, Ill. Superintendent Riley says the two trains brought in over 1,500 people. Sunday excursion trains at low rates are becoming quite popular. The Pennsylvania has placed new drawing-room and stateroom compartment cars on its Chicago-New York limited trains.

Let is claimed that these are the handsomest cars ever turned out by the Pullman

company, excelling the Pullman cars exhibited at the world's fair. President Fish and Vice President Harahan, of the Illinois Central, spent three days last week in inspecting the Chesapeake & Ohio Southwestern system. Re-ceiver Echols accompanied them. There is but little question as to this property soon coming under control of the Illinois

Advices from Washington have caused Western freight men some anxiety, as they indicate that the Interstate-commerce Commission will take some action relative to the alleged payment of rebates by the Santa Fe. If the investigation begins they fear it will reach to other roads, some Indianapolis lines not being exempt in this

The stockholders of the Toledo, St. Louis & Kansas City Railroad Company have elected the following directors: S. R. Calloway, of Toledo; Joseph S. Stout, S. H. Kneeland, of New York, and Samuel K. Wilson, of Trenton, N. J., to serve for three years; James L. Laidlaw, of New York, for two years, and J. O. Osgood, of New York, for one year. Messrs. Wilson and Laidlaw

The Coming Test.

Washington Star. "Did Miss Chilton give you any encour-agement when you proposed to her?" "Not a great deal. I used every argument, I even went so far as to assure her of my ability to support her in the style to which she had been accustomed." "And what did "She said I might call around later and show her my income-tax receipt.

Natural Inference. Philadelphia Press.

It is said that Charles Brant, of Bethel Church, South Carolina, has never bought a pound of corn, bacon or fertilizer; never borrowed money or took a dose of medi-cine." He must have begun serving his life sentence quite early.

No Indeedy.

Washington Post. You don't hear of anybody going about boasting of being a Maine Democrat.

"All run down" from weakening effects of warm weather, you need a good tonic

INDIANAPOLIS SHOWS GREAT GAINS IN THIS LINE OF BUSINESS.

Kentucky-Avenue Bridge Completed -Industrial School Under Roof-A Plant to Make Asphalt.

Indications now are that Indianapolis within the next few months will become one of the largest horse markets in the country. Blair & Baker have completed their sales stables at the stock yards, which will hold 400 horses and hundreds of mules, and will this week begin their semi-monthly auction sales there. J. T. Johnson & Son have their large brick stable, with capacity to hold 250 horses, completed and will next week begin regular auction sales, and it is thought a third establishment of this character will be established here and that by next month the sales of horses on this market will reach 1,500 horses a month. Eastern and Southern buyers are already attending these sales in considerable numbers, and as the enterprises enlarge they will draw horsemen from all parts of the country, as Indiana has a good name for the horses

A New Industry for This City. The Indianapolis Harness Company, manufacturers of harness and saddlery, who, when running full-handed, employ about 100 people; have leased a building on East South street in which they propose to manufacture the metal-seamed collar recently patented. The president of the company states that in the beginning they will employ about twenty-five men and expect to increase as the harness business demands. In the harness manufacturing department they are now working about sixty people, but business is improving and in a few weeks the company hopes to have its usual force at work. This com-pany has a large Southern and Southwestern trade.

To Make Artificial Asphalt. Wilding, Derheimer & Co., contractors, have purchased four acres of ground on the Belt road near the cerealine mills on which they are to erect a complete artificial asphalt plant, the buildings covering most of the ground, and when well under way they expect to employ two hundred or more men. It is a chemically prepared asphalt, and, it is claimed, superior to any asphalt found. It has in severe tests resisted disintegration where asphalt would not. One of the officers of the company states that the volume of their business will depend on the contracts they are able to secure, and that the outlook is bright for

Work on Industrial School. John Plerson, contractor for building the industrial school buildings, last week had all the buildings, which are fire-proof, under roof and is pushing the work. His time for putting up and completing the several large buildings expires Nov. 20, and Mr. Pierson says the buildings will be ready for occupancy on that date. If not, it will be the first time in his business as a contractor that a building was not completed within the time agreed in

The Kentucky-Avenue Bridge. The new bridge on kentucky avenue across White river is completed and is one of the most imposing that crosses that stream, and will prove a very convenient one for reaching portions of West Indianapolis and the stock yards. A large force of men is at work filling the approaches and graveling the street. Nicholas McCarty is constructing a wing to the main street leading off to other portions of West Indianapolis, where he owns

Have Made an Excellent Record. The Union co-operative laundry, which is operated by thirteen young women, has now been in operation thirty months, has paid for its plant, which is valued at \$4,000, and at the same time paid weekly wages to the employes and has declared several dividends. The company will this week let the contract for additional buildings to enable it to enlarge its plant.

Enlarging Its Plant.

The McCoy-Howe Company, manufacturers of physicians supplies and patent medicines, is erecting on West Georgia street, near Tennessee, a large three-story block constructed of brick and resting on a heavy stone foundation. When done it will be one of the most substantial buildings

Industrial Notes.

The pay rolls of the Parry Manufacturing Company showed that last week it had 772 people in its employ. The Zion Baptist Church, corner of Second street and the Big Four road, is building an addition which will just double the seating capacity of the building.

The Friends' Church last week received bids for their new church building, but on Saturday had not awarded the contract. The new building will cost about \$16,000. In the month of August 1,684 loaded cars were handled on the switches of the Belt road leading to the various industries, a slight increase over the July switching serv-

Fletcher & Thomas last week shipped to Washington, D. C., one of their largest steam brick manufacturing plants, the purchasers being the brick and terra cotta works of that city, and the week before last shipped a plant to Elwood. The Swift Dressed Meat Company has its new building on Kentucky avenue completed, and with the establishment of the Nelson Morris people gives Kentucky avenue a business appearance, as the buildings of both companies are of brick, with stone dressing, and a good style of architecture. The supply of brick is so much in excess of the demand that several yards have suspended operations, and others are running only half time. A great many brick have been used for sewers and for street improvements, but except for very fine brick the demand for building purpose has not been as large as last year.

The Van Camp Packing Company last week canned 57,000 bushels of tomatoes. employing during the entire week about five hundred people. The season was so late that it is obliged to push things when the crop does come. At one time last Thursday there were sixty-eight wagonloads of tomatoes standing at the establishment awaiting to be unloaded.

NEWS IN SUNDAY'S JOURNAL.

Resume of Principal Events Printed in the Issue of Sept. 16.

The great colts Henry of Navarre and Domino ran a dead heat at Gravesend. In a shooting match at Kansas City Ellfott killed ninety-nine pigeons to ninetyone by Carver. Two hundred Chinese soldiers are now said to have lost their lives by the strand-

ing of the transport Chean in Che Tung The Democratic primary in the Ashland district of Kentucky resulted in the de-feat of Congressman Breckinridge by the Hon. W. C. Owens.

Ball games-Western Association: Indianapolis 11, Minneapolis 4; Sioux City 4, Detroit 0. National League: Boston 7, Cleveland 2; New York 7, St. Louis 2; Chi-cago 10, Brooklyn 3; Pittsburg 11, Washington 6. Senator Isham G. Harris opened the Democratic campaign in Tennessee, making a speech at Trenton before one of the largest audiences ever assembled in the State. He gave a detailed review of his position during the past session of Con-

Indianapolis. Mrs. Cazora Pierce, 126 years old, lives in this city.

Indianapolis ball team defeated Minneapolis by a score of 11 to 7. Republican commercial travelers gave a rousing reception to railroad men. Five thousand people attended the Saturday night performance of "Last Days of Chalk Meikel, although never bitten by a dog, has an affliction closely resembling Local saloon keepers find themselves im-

posed upon by two Cleveland agents for Board of Works offers to vacate the alley next to High School No. 1 if the Trumbull property is purchased. Five students who defended Professor Tompkins in the Normal School row and were refused diplomas will sue for them. Minnie May was divorced from Frank J. May, of Madison. A year ago she mar-ried him while on a lark at Jeffersonville. Citizens' Street-railroad Company was

A BIG HORSE MARKET | county in the suit brought by the city in the Circuit Court to obtain possession of the streets.

The county Democracy selected the following legislative ticket: Thomas L. Sullivan, John H. Holliday, J. O. Shultz, Alexander C. Ayres, W. B. Bassett and Henry A. Harmon.

(From Sunday's Second Edition.)

Return of the Peary Expedition. ST. JOHNS, N. F., Sept. 15.—The steam-er Falcon, Capt. Henry Bartlett, returned here this afternoon, bringing back the whole personnel of the Peary expedition of last year, except Lieutenant Peary himself, Hugh Lee, a companion, and Matthew Henson, a colored servant, all of whom remain at Bowdoln bay for another year, hoping to accomplish the work of the expedition which is still left unfulfilled.

The story of the expedition is very thrilling. The first incident of note was the birth of Mrs. Peary's baby on Sept. 12, 1893, a month after the Falcon left last year.

During the month of October last frightful storms swept over Falcon harbor, smashing the naphtha launch and washing away large quantities of oil intended for use in illuminating and heating purposes.

The various scientific observations were pursued all winter. The meteorological

observations were most successful. These were taken by Mr. Baldwin. On March 6 last the expedition started across Green-land to Independence bay, the furthest point north reached by Lieutenant Peary on his previous journey. The eight men,
Lieutenant Peary, Entrekin, Astrup, Dr.
Vincent, Lee, Davidson, Baldwin and
Clarke, with twelve sledges and ninety-two
dog, met with frightful weather almost
from the time of starting. After a week Dr. Vincent was so used up that he had to return. The storms reached their worst point

during the equinoctial gales on March 20. The party was then in camp about fifty miles from Anniversary Lodge, in a temporary house at the head of Bowdoin bay. The thermometer dropped to fifty-five and sixty degrees below zero and remained so for several days, while a gale blowing about seventy miles an hour buffetted the party. Dr. Dayidson and Lee were both badly frost-bitten, and Astrup, the Norwegian, Lieutenant Peary's chief dependence, gave out from hardship. The dogs perished in great numbers and froze into solid blocks.

After the storm was over the whole party returned to Anniversary Lodge, where they left three sick men, together with plenty of supplies to form a base of operations. The four healthy ones—Lieutenant Peary, Entrekin, Clarke and Baldwin—started again and continued onward for fourteen days. But the dogs continued for fourteen days. But the dogs continued to die, and those left were unable to drag the sledges and provisions. The party was so weakened by exposure and the time occupied in traveling was so long as to ren-der it impossible to reach Independence bay in time to accomplish anything. Coniently, Lieutenant Peary decided abandon the attempt to cross Greenland and returned to headquarters, which were reached on April 20. The party was absent about forty-five days and only got 130 miles away. It started with ninety-two dogs and returned with only twenty-six after having abandoned all the sledges on the way. It covered only a quarter of the distance necessary, and never made more than twenty miles in any day. The members of the party claimed that their experience in the equinoctial gales was worse than that of any previous arctic explorers. All had very narrow escapes from being frozen to death. Davidson was sick for four months after his experience. Entrakin had

both his feet badly frostbitten. After the party regained health other explorations in the neighborhood were organized. Astrup made a survey of the unex-plored part of the coast of Melville bay, and charted 100 miles of it. He had a native crew of five men to help him. Lieutenant Peary and his wife made a sledge journey to Olrike bay, 100 miles distant. Entrekin and Dr. Vincent started to try and reach Kane's winter quarters at Lit-tleton island, but the ice broke up, compelling them to return. The auxiliary expedition which sailed

from here on July 7, on board the steamer Falcon, met with very much ice and the steamer was seriously hampered in her operations. She had extreme difficulty in making her way through the ice floes and only sighted Bowdoin bay on July 23. Then an ice pack, three miles wide, prevented communications with the shore until Aug. 11, and the steame only anchored in Fal-con harbor on Aug. 20. She found all the Peary party in good health and spirits and glad of the opportunity to return home. While going north the Falcon searched Carey islands, Cape Faraday and Clarence head, but found no traces of the long missing Swedish explorers, Bjorling and Kal-stenius, who sailed from here in June, 1892, in the little schooner Ripple. Their death is now regarded as certain. The Falcon secured some relics on Carey islands and buried a skeleton supposed to be than of a

sailor. The Falcon started on her return trip on Aug. 26. Lieutenant Peary decided to remain another year in the north and try to cross Greenland next year. Lee and Henson agreed to remain with him. Lieutenant Peary accompanied the Falcon as far south as Cape York, where he had discovered a magnificent iron meteorite. He hoped to put it on board the ship and send it to the United States, but he found that the ice blocking the shore made it impossible to get to land and, therefore, gave up the

attempt. Kentucky Women in Politics. LEXINGTON, Ky., Sept. 15.-The women of the Ashland district cannot be given too much credit for the defeat of Colonel Brecking. They have work unceasingly since the notorious scan became public to retire the "silver-tongue persua-der," as Breckinridge has been called, to private life. Their last appeal "to the men of the Ashland district" was made this morning. It follows:

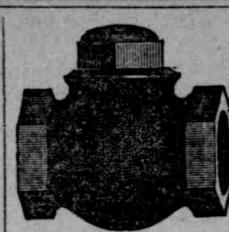
"We, the wives, mothers and sisters of many of the voters of the Ashland distriot appeal to the voters to help us win this fight against Colonel Breckinridge. It is the fight of virtue against vice, and we appeal to the brave men of this glorious old district to help us win this fight, and we will pledge ourselves to go on from this to other and equally useful victories, and in a short time we will free our lovely city from the curses which now endanger our beloved ones, the saloon, the corner grocery, the houses of the scarlet women the gambling hells, the race track, and will redeem the fair name of our city and of our district.'

A woman who has all along contributed strong articles to the press, taking a high plain for morality, in a two-column card, this morning, said, in part: "I speak to neither Breckinridge, Owens nor Settle this morning, but to Kentuckians. I ask them to pause for a moment in the heat of the conflict now upon them, subject their proud title to a crucial test, and if, as honest men, they can prove their right to wear it on their hearts as a talisman against this evil day, to step forth loyally to defend this right, aye, even as their ancestors defended it, should occa-sion demand, with the sacrifice of their heart's blood. If you are traitors to the name, if you have forgotten the glorious past of your beloved State, if you would insult her present and recklessly stain the pages of her future history with shame, if you would fling your proud birthright into the dust and spurn it with a vandal's foot, if you would insult your native land, your mother State, upon which your eyes first opened and whose tender arms will one day receive you when life's race is run, then let God forgive you, for history never will. No State in the Union has been so distinguished for its pride and sensitive honor as that of Kentucky. Beyond the seas in foreign lands the magic word Kentucky has been an open sesame to recognition and respect, and to-day beyond our narrow State confires stands a waiting civilization, with its cool judgment and condemnation of men who threatened to tear with ruthless hands from the altars of their homes the sacred standards of virtue and morality that one man, and that man the despoiler of our beloved State, may again misrepresent our people

at the national capital.' The idea of Breckinridge to create the impression abroad through his speeches that ladies here indorsed him was ridiculous. Hardly a woman in the city of Lexington will speak to him on the streets, though she has known him for twenty years, except she be the wife or mother of one of his followers, who has been influenced into it like most of his following fluenced into it, like most of his following. by promise or prospect of reward. The women of Lexington were up in arms against sending Breckinridge back to Congress, and had to-day's primary proved favorable to him no doubt their appeals to the people would have continued till the November election had passed.

All Day Riot in Muncie. MUNCIE, Ind., Sept. 15.—This city has never experienced such exciting scenes of

riot as has been waged here nearly all of to-day. It was a fight between the War-ren-Scharf Asphalt Paving Company and the Muncie Electric Street-railway Com-pany. As a result of the riot a number of motors are lying in the gutter, several men are injured and officers of the street-car company were arrested. The paving company began to tear up tracks on Walnut street, opposite the public square at 7 o'clock this evening. Superintendent Brown, of the paving company, went to work with a dozen teams. Manager W. J. Hilligoss, of the street-car company, or-dered the men to desist. They refused, and he then sent a motor car at full speed into the first team, and they were knocked from the track. Another run was made at team No. 2, but the colored driver stood ready for the attack with a boulder in each hand, threatening Hilligoss's life. The fifty other hands approached with shovels, picks and clubs and the street-car company was driven back. A mob of citi-zens cheered the teamsters and hissed



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172 North Illinois St.

M'CULLOCH-John W., son of John Mc-Culloch, 183 East South street, died in Montreal, Canada. Burial in Toronto,

CURD-Mrs. Eliza M. Curd passed to her rest Sunday evening, aged seventy-two. Funeral services will be held Monday afternoon, at 4 o'clock, at the residence of Solon L. Goode, 998 North Meridian street. The remains will be taken to Lex-ington, Ky., for interment on Tuesday.

SOCIETY MEETINGS. MASONIC NOTICE—Special meeting of Center Lodge, No. 23, F. and A. M., this (Monday) evening, 7:30 sharp, for work in first degree. All members of that degree cordially invited to be present.

WILL E. ENGLISH, W. M. A. IZOR, Secretary.

WANTED-AGENTS.

AGENTS WANTED-Agents to take or ders by sample at home or travel. We pay liberal salary and expenses or good commission, and furnish samples to right applicant. Address Lock Box 1354, New York city.

WANTED-MISCELLANEOUS. WANTED — A first-class colored barber. Call or address, JOHN D. WALTON, Edinburg, Ind. Reference required. WANTED-Knowing that many men and women have not the time necessary for collecting data for club papers of a religious, social or literary nature, a re-

FINANCIAL.

liable person will do the work for

dential. Address D. W., Journal office.

reasonable sum. Correspondence confi-

LOANS-Money on mortgages. C. SAYLES, 75 East Market street. LOANS-Money on watches, diamonds, jewelry, without publicity. CITY LOAN OFFICE, 57 West Washington street.

LOANS-Sums of \$500 and over. C. E. COFFIN & CO., 90 East Market

MONEY TO LOAN—We have plenty of 6 per cent. money to loan on Indiana farms. C. N. WILLIAMS & CO., Crawfordsville, Ind. TO LOAN—Money to loan upon real es-tate mortgage in amounts required. In-terest moderate. No commission charged. M'GILLIARD & DARK, 83 and 85 East

Market street. MONEY TO LOAN-On farms at the lowes market rate; privileges for payment be-fore due. We also buy municipal bonds. THOMAS C. DAY & CO., 72 East Market

street. Indianapolis. LOANS-6 per cent, money on improved real estate in this city only. (No loans made outside.) Borrower has the privilege of prepayment semi-annually. No delay. Reasonable fees. JOHN S. SPANN & CO., 86 East Market.

ANNOUNCEMENTS. ANNOUNCEMENT-Go and see Mrs. Dr. Silva, the medium and good adviser, 99 Indiana avenue, over Lambur's drug

reader of the past, present and future. General business consultation. Office No. 760 North Illinois street, Indianapolis. Office hours from 8 a. m. to 9 p. m. ASTROLOGER.

PROF. A. B. WINTERMUTE-A mind

ASTROLOGER-Mrs. Dr. Ellis, Astrologer, Room 5 Ryan's Block, Indiana avenue, tells life's history by the planets, where to go, what to do for the best success in business, love, health and happiness. If sick, in trouble, consult the Doctor at

FOR RENT. FOR RENT-ROOMS-Those wishing to change room should call at 1161/2 North Meridian. New place, new furniture. FOR SALE-REAL ESTATE.

SALE-A new, handsome, strictly first-class, ten-room residence, stable; lot 40 or 80 feet, in North Meridian street, south of Eleventh, must be sold on account of removal from city. Price low, terms satisfactory. C. F. SAYLES, 771/2
East Market street.

BUSINESS CHANCE.

BUSINESS CHANCE-\$150 invested yields \$65 weekly income, with absolute security. Prospectus, itemized statistics free. BENSON & DWYER, 834 Broadway, New York.

every move of the railway company. Finaly ralls and ties were pulled at this spot, but when the men were moved into the next square they found fifteen cars strung along the track, forming a blockade. Every time a man would step on th track to cut a splice wire or pull spikes he would be run down by a motor car. After several hours the railway company turned the deadly current of electricity into the rail and notified the people that if they touched the car or rail it was at their peril. This caused the scene of war to be shifted to the crossing of Main and Walnut streets, and thousands of men and boys watched and cheered the destruction of the property. The same tactics of driving the pavers off with cars was begun here and kept up until the police gun here and kept up until the police ordered the cars off the sidewalk. Manager Hilligoss refused to obey orders, and one of the motormen came near running over Superintendent of Police Miller. This act caused the officers to pounce on the two motormen, Manager Hilligoss and Superin ndent Petty, who were arrested amid ...ild cheering by the mob. They were hustled to Police Court and the two cars were then ditched, as had been others.
At 2 o'clock the trouble was temporarily ended by the railway company getting a restraining order from the court. This was after two blocks of track had been deafter two blocks of track had been de-stroyed. This evening the asphalt com-pany constructed a high fence across Wal-nut street at the Main-street crossing to prevent wagons from driving north. There was but a short spur of track there, but Hilligoss manned a car and with a burst of speed went into it. The second time he did this he was knocked from the car into the muddy ditch and severely in-jured. The outcome of the fight cannot be

foretold. Died of Asiatic Fever. TACOMA, Wash., Sept. 15.—The death of Capt. William R. Bridgeman, of the United States ship Baltimore, which occurred here this morning was the result of Asiatic fever (not cholera, as reported this morn-ing), contracted in Corea. He arrived here from Japan some days ago on leave of absence and was then very sick.

Teaching Patriotism to the Young.

Talk with a Boston Teacher. "There is one feature of the school that all of the children greatly enjoy, and which I think does much to inculcate in them a sentiment of patriotism. That is the saluting of the flag. This ceremony is performed several times yearly, usually upon the recurrence of the patriotic holidays, such as Wasnington's birthday, the Fourth of July, or Memorial day. The boys are then all assembled in the hall and the colors are brought in, under the escort of a color guard, and taken to the platform. The boys all rise at a signal, and at another they bring the right hand to a salute, while the colors are dipped. Then, as they are restored to an upright position, the boys repeat together: "'I give my heart and my hand to my

country. One country, one language, one "The boys enter into this ceremony with a great deal of enthusiasm, and I think that these 400 or 500 Hebrew, Russian, Polish and German boys are as truly loyal to our flag as are those who are born under

Natural Inquiry. New York Mail and Express. Twenty-two men were arraigned in a police court in Brooklyn yesterday for neglecting to support their wives. What's the matter with Brooklyn?

Dr. Price's Cream Baking Powder Most Perfect Made.

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office telephone, 802. House telephone, 1215. DR. SARAH STOCKTON,

OFFICE-136 North Pennsylvania street.
BESIDENCE-270 North Delaware street. Office

227 NORTH DELAWARE STREET. DR. C. I. FLETCHER. RESIDENCE—670 North Meridian street. OFFICE—369 South Meridian street. Office Hours—9 to 10 a.m.; 2 to 4 p.m.; 7 to 3 p. m. Telephones—Office, 907; residence, 427.

DR. REBECCA W. ROCERS, DISEASES OF WOMEN AND CHILDREN-OFFICE—19 Marion Block. Office Hours: 9 to 12 a. m., 2 to 5 p. m. Sundays: 4 to 5 p. m., at Residence, 440 North Meridian street.





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